



Winston H. Hickox
Agency Secretary

Air Resources Board

Alan C. Lloyd, Ph.D.
Chairman

9528 Telstar Avenue • P.O. Box 8001 • El Monte, California 91731 • www.arb.ca.gov



Gray Davis
Governor

May 21, 2002

Dear Sir or Madam:

The Air Resources Board (ARB or Board) staff invites you to participate in a workshop to discuss potential updates to the State's on-road motor vehicle emissions inventory. Any updates would be incorporated into ARB's on-road motor vehicle emissions model (EMFAC). Enclosure 1 presents the workshop agenda.

The workshops will be a forum to discuss possible modifications to the basic emission rates and vehicle fleet information used in EMFAC. The potential emissions rate changes would be based on new vehicle testing information and other coding updates. The fleet characterization data would be based on the latest vehicle registration data from the California Department of Motor Vehicles. Updates to travel-related data would be based on information provided by the regional transportation agencies.

Enclosure 2 presents background information on the EMFAC Model. We are currently preparing documentation outlining the approach, assumptions, and impacts of possible modifications and will present that information at the workshops.

Workshops will be held in both northern and southern California as noted below:

| | | | |
|-----------|---|-----------|--|
| Date: | June 11, 2002 | Date: | June 13, 2002 |
| Time: | 10:00 a.m. – 3:00 p.m. | Time: | 10:00 a.m. – 3:00 p.m. |
| Location: | Conference Room 100, First Floor 1927 13 th Street (13 th and T Streets) Sacramento, California 95814 | Location: | Annex 4 Conference Room 9528 Telstar Avenue El Monte, California 91731 |

For Sacramento, public parking is available on "R" Street between 15th and 16th streets. If you have questions regarding location or parking, please contact Ms. Tricia Parker at (916) 445-3742. For El Monte, public parking is available along Telstar Avenue and in designated parking spaces.

EMFAC2001 version 2.08, the current working version of the inventory model, includes a revised user interface and a scenario generation tool referred to as the "What if? Scenario" (WIS) generator. The WIS allows the user to run special scenarios that require changing specific inputs without recompiling the model. For example, a user could change the temperature and relative humidity for purposes of running a day-

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

Sir/Madam
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specific emissions inventory or evaluate the benefits of control strategies by changing specific input parameters such as the Reid vapor pressure. EMFAC2001 version 2.08 is available for download at <http://www.arb.ca.gov/msei/msei.htm>.

The meeting facilities are accessible to persons with disabilities. If accommodations are needed, please contact Mr. Long by June 4, 2002. Persons with hearing or special impairments can contact us by using our Telephone Device for the Deaf (TDD) at (916) 324-9531, or (800) 700-8326 for TDD calls from outside the Sacramento area.

If you wish to be informed of periodic updates, please e-mail Mr. Jeff Long, Manager of the Analysis Section, at jlong@arb.ca.gov.

If you have any questions, please call me at (626) 575-6608, or e-mail me at mcarlock@arb.ca.gov. You may also call Mr. Long at (626) 450-6140, or email him at jlong@arb.ca.gov.

Sincerely,

/s/

Mark A. Carlock, Chief
Mobile Source Analysis Branch

Enclosures

Enclosure 1

California Environmental Protection Agency Air Resources Board

Public Workshop On-Road Motor Vehicle Emissions Inventory

Workshop Agenda

| | | | |
|-----------|---|-----------|--|
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| | |
|------------|--|
| 10:00 a.m. | Welcome/Introductions |
| 10:15 a.m. | Need for an Updated On-Road Motor Vehicle Emissions Inventory |
| 10:30 a.m. | Summary of the Most Current On-Road Emissions Inventory (EMFAC2001 Version 2.08) |
| 11:00 a.m. | Possible Modifications to the Emissions Inventory <ul style="list-style-type: none">• Updates to the latest State/Federal control measures• Updates to emission factors• Updates to model coding• Updates to fleet characterization data• Updates to travel-related data |
| 12:00 p.m. | Lunch Break |
| 1:00 p.m. | Discussion of Possible Modifications (continued) |
| 2:00 p.m. | Introduction of the “What If” Scenario Generator |
| 2:30 p.m. | Presentation of EMFAC Documentation |
| 3:00 p.m. | End |

Enclosure 2

Background Information on the On-Road Motor Vehicle Emissions Inventory

What is the EMFAC model?

The main function of the Air Resources Board's (ARB) EMFAC Model is to generate emission factor information for the numerous vehicle classes, such as heavy-duty trucks and passenger cars. The EMFAC Model also provides for the integration of vehicle activity data provided by the regional transportation agencies. The two modules together allow for the generation of the State's on-road motor vehicle emissions inventory.

The EMFAC Model can provide emission estimates for the State as a whole and individually for each county, air district, or air basin. The EMFAC Model also provides emissions for each type of vehicle (cars, trucks, motorcycles, motor homes, etc.). In addition, the EMFAC Model can provide emission rates for various conditions (different temperatures, humidities, and speeds) to allow for the evaluation of special scenarios such as day-specific emissions inventories or assessment of control measure effectiveness.

How is the EMFAC Model used?

The EMFAC Model is used for a variety of purposes. First, output from the EMFAC Model is used to create California's annual Statewide emissions inventory. Because on-road motor vehicle emissions are a significant part of California's total emissions, the output from the EMFAC model provides an important part of the inventory.

The emission inventories created with the EMFAC Model are also part of the basis of State Implementation Plans (SIPs), i.e., the federally enforceable plans showing how each region of the State will reduce emissions in order to reach attainment with health-based air quality standards. The on-road motor vehicle emissions inventories in SIPs set on-road motor vehicle emission budgets for purposes of meeting federal transportation conformity requirements. The federal Clean Air Act requires that regions' transportation plans conform to the SIPs, i.e., that emissions from the transportation system do not exceed on-road motor vehicle emission budgets set in the SIPs. Transportation agencies use output from the EMFAC model to make conformity determinations.

Finally, the EMFAC Model is also used to evaluate the effectiveness of various motor vehicle control programs, as well as to show how California motor vehicle emissions have changed over time and are projected to change in the future.